THE WESTERN PACIFIC RAILROAD CO.

WESTERN DIVISION

TIME 24 TABLE

In Effect 12:01 A. M. "Pacific" Time

SUNDAY, JUNE 12, 1938

This Time Table is for the exclusive use and guidance of the employes concerned. The Company reserves the right to vary from it at pleasure.

Always have the Book of Rules of the Transportation Department at hand for reference.

E. W. MASON,
Vice President and General Manager.

J. P. QUIGLEY,
Superintendent of Transportation.

J. H. LEARY,
Superintendent.

2 Eastward

FIRST SUBDIVISION

Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS 82 Fast Freight Leave Daily	SECOND CLASS 62 Fast Freight Leave Daily	FIRST CLASS 2 Scenic Limited Leave Daily	Distance from San Francisco	Time Table No. 24 June 12, 1938 STATIONS Telegraph Offices and Calls	Distance from Stockton	FIRST CLASS 1 Scenic Limited Arrive Daily	SECOND CLASS 77 Fast Freight Arrive Daily	SECOND CLASS 61 Fast Freight Arrive Daily	SECOND CLASS 81 Fast Freight Arrive Daily	Car Capacity of Sidings
W. F. O			9.40 AM	0.0	DN SAN FRANCISCO Go	93.8	4.52 PM				
					3.5						
B. R. P. K.			10.00 10.10	3.5	DN OAKLAND PIER (S. P.) Ow	90.3	4.32 s 4.15				
					2.4						
F. W. T. O. P. B. R. K.	9.45 PM	5.00 AM		5.5	DN OAKLAND YARD (W.P.) Md	88.3		4.00 PM	9.00 PM	2.00 AM	Yard
			Via S. P.		0.3		Via S. P.				
I.				5.8	S. P. Crossing	88.0					
					0.05						
R. I.			10.16 AM	5.85	CHESTNUT JUNCTION S. P. Connection	87.95	4.08 PM				
					0.75						
	9.50	5.05	s 10.28	6.6	OAKLAND	87.2	s 4.05	3.50	8.55	1.50	
					0.1						
				6.7	S. P. Crossing	87.1					
					0.5						
				7.2	S. P. Crossing	86.6					
					0.6						
I.				7.8	S. P. Crossing	86.0					
					1.8						
	10.02	5.20	f 10.38	9.6	FRUITVALE	84.2	f 3.50	3.30	8.40	1.35	
					0.7						
				10.3	S. P. Crossing	83.5					
					0.3						
I.				10.6	MELROSE S. P. Crossing	83.2					
					2.9						
P.	10.12	5.35	10.47	13.5	ELMHURST S. P. Crossing	80.3	3.41	3.10	8.28	1.20	38
					1.3						
P.	10.16	5.40	f 10.50	14.8	D SAN LEANDRO Dr	79.0	f 3.38	3.05	8.24	1.15	
					5.7						
P.	10.29	6.20	f 10.58	20.5	2S HAYWARD Hy	73.3	f 3.30	2.50	8.10	12.55	89
					6.1						
	10.42	6.40	11.07	26.6	DECOTO	67.2	3.22	2.30	7.50	12.35	18
					3.1						
W. P.	11.05	7.23	f 11.14	29.7	DN NILES Cn	64.1	f 3.17	2.20	7.43	12.25 AM	47
					0.6						
I.				30.3	S. P. Crossing	63.5					
					0.2						
P. Y.	11.08	7.27	11.16	30.5	NILES JUNCTION	63.3	3.12	2.05	7.36	11.48 PM	
					5.5						
P.	**11.28**	7.52	11.26	36.0	SUNOL	57.8	3.04	1.40	7.24	**11.28**	79
					5.5						
P.	11.41	8.17	f 11.34	41.5	D PLEASANTON Tn	52.3	f 2.57	1.20	7.12	11.10	78
					1.2						
I.				42.7	S. P. Crossing	51.1					
					0.3						
I.				43.0	S. P. Crossing	50.8					
					4.6						
W. P.	11.55 PM	8.44	f 11.44	47.6	D LIVERMORE Vn	46.2	f 2.48	1.00	6.58	10.52	76
					8.9						
P.	12.18 AM	9.16	11.58 AM	56.5	N ALTAMONT N	37.3	2.36	12.35	6.38	10.31	53
					6.5						
P.	12.33	9.33	**12.07** PM	63.0	MIDWAY	30.8	2.22	**12.07** PM	6.15	10.05	51
					8.8						
W. Y. P.	12.51	10.05	12.17	71.8	D CARBONA Cb	22.0	2.06	11.25 AM	5.43	9.29	53
					2.1						
P. I.	12.55	10.12	12.20	73.9	D LYOTH Ky S. P. Crossing	19.9	2.03	11.15	5.30	9.15	20
					2.9						
P.	1.02	10.22	12.23	76.8	FITZ	17.0	1.59	11.05	5.20	9.07	89
					7.0						
P. I.	1.19	**10.45**	12.32	83.8	LATHROP S. P. Crossing	10.0	1.50	**10.45**	5.01	8.48	56
					6.5						
P.	1.35	11.05	12.40	90.3	ORTEGA	3.5	1.42	9.59	4.45	8.30	50
					1.7						
F. W. T. O. P. B. R. K.	1.40 AM 3.25 AM	**11.10** AM **12.55** PM	**12.43**	92.0	DN STOCKTON YARD Sn	1.8	1.39	9.45 AM 7.00 AM	4.40 PM 3.40 PM	8.25 PM 7.25 PM	Yard
					1.2						
I.				93.2	A. T. & S. F. Crossing	0.6					
					0.6						
P. R. K.	3.35 AM	1.05 PM	s 12.50 PM	93.8	D STOCKTON Fe	0.0	1.35 PM	6.45 AM	3.30 PM	7.15 PM	
	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	3.55	6.10	2.40		Time over Subdivision		2.40	6.15	4.20	5.35	
	22.1	14.0	33.9		Average Speed an Hour		33.9	13.9	19.9	15.5	

Yard Limits: Oakland, Niles, Carbona and Stockton. Oakland Yard extends from W. P. Mole to 500 feet east of east switch, Elmhurst. Stockton Yard extends from yard limit board at bridge 89.82 to yard limit board 19½ poles east of M. P. 96.

See page 7 for speed restrictions.

Between Chestnut Jct. and Oakland Pier, trains will be governed by S. P. Time Table and Rules and Regulations of the Transportation Department.

Chestnut Jct. is initial station for No. 2.

Eastward W. P. trains originating at Oakland Pier must obtain W. P. clearance card at Oakland Pier and will not require clearance card at Chestnut Jct. unless train orders are received.

Trains originating and terminating at Oakland Pier will register by ticket at Chestnut Jct. to be placed on register at Oakland Yard by Operator. Other trains will not register at Chestnut Jct.

It will not be necessary to stop at S. P. Crossings M.P. 6.7, and M.P. 10.3.

It will not be necessary to stop at S. P. Crossing M.P. 7.2 unless Crossing being used by a train or engine of that railroad.

No. 1 will register by ticket at Stockton Yard.

No. 2 will not register at Stockton Yard.

Operator at Stockton will transmit registration of No. 2 to Operator at Stockton Yard, who will enter on register, immediately verifying with Dispatcher, for information of trains originating at Stockton Yard.

At Stockton Yard, track 1, west switch at M. P. 91 and east switch 12 poles west of M. P. 92, is siding to be used when first class trains meet at Stockton Yard.

Westward freight trains will enter Stockton Yard at lead switch immediately west of South Street and eastward freight trains at lead switch M. P. 91. Track 9 will be used as run around track for movement of engines between round house and west end of yard.

Stockton Yard is the terminal for second class and extra trains, First and Second Subdivisions. At Stockton, second class and extra trains originating or terminating at Stockton Yard will not require clearance card unless train orders are received.

Stockton is register station for first class trains only.

Automatic Block System signals located as follows:

Eastward: Home signals M. P. 29.4, M. P. 30.0 and M. P. 30.4.

Westward: Distant signal M. P. 31.7; home signals M. P. 31.3 and M. P. 30.3.

Trains moving from San Jose Branch: Switch indicators located at head block of east and west main track wye switches govern trains from wye to main track.

Fuel, Water, Fons, Table, Scale, Wye, Junction, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS 62 Fast Freight Leave Daily	SECOND CLASS 82 Fast Freight Leave Daily	SECOND CLASS 96 Local Freight Leave Mon., Wed., Fri.	FIRST CLASS 2 Scenic Limited Leave Daily	Distance from San Francisco	Time Table No. 24 June 12, 1938 STATIONS Telegraph Offices and Calls	Distance from Oroville	FIRST CLASS 1 Scenic Limited Arrive Daily	SECOND CLASS 77 Fast Freight Arrive Daily	SECOND CLASS 61 Fast Freight Arrive Daily	SECOND CLASS 95 Local Freight Arrive Tues., Thurs., Sat.	SECOND CLASS 81 Fast Freight Arrive Daily	Car Capacity of Sidings
P. R. K. I.	1.05 PM	3.35 AM		12.55 PM	93.8	D STOCKTON Fc	111.8	s 1.30 PM	6.45 AM	3.30 PM		7.15 PM	
	1.27	3.38		12.57	94.3	0.5 S.P. Crossing FLORA STREET 0.8	110.8	**1.27**	6.40	3.23		7.10	Yard
L.					95.1	S. P. Crossing 9.7	110.0						
P.	1.49	3.58		**1.12**	104.8	D KINGDON Di 0.5	100.3	**1.12**	6.20	3.13		6.40	76
P. Y.					105.3	**TERMINOUS JUNCTION** 8.6	99.8						29
W. P.	2.20	4.16		f 1.26	113.9	D THORNTON Nh 4.7	91.2	f 12.58	6.01	2.55		6.15	76
P.	**2.40**	4.26		1.34	118.6	GLANNVALE 6.1	86.5	12.48	5.43	**2.40**		5.45	77
P.	2.55	4.38		f 1.42	124.7	FRANKLIN 4.0	80.4	f 12.40	5.30	2.22		5.30	76
	3.07	4.46		1.47	128.7	RUNYON 7.8	76.4	12.35	5.20	2.13		5.20	21
F. W. P. K.	**4.15**	**5.01** 5.30		**1.57**	136.5	DN **SOUTH SACRAMENTO** Jy 1.0	68.6	12.26	**5.01**	**1.57**		5.00 **4.15**	Yard
I.					137.5	C. C. T. and S. N. Crossing 0.5	67.6						
R. I.					138.0	S. P. Crossing 0.6	67.1						
O. Y. K. P. R.	4.25	5.40		s 2.12	138.6	DN **SACRAMENTO** Ds Sr Ra 0.6	66.5	s 12.20 PM	4.30	1.13		4.05	
I.					139.2	S. N. Crossing 1.6	65.9						
					140.8	S. N. Crossing 3.0	64.3						
P.	4.40	5.55		2.22	143.8	DEL PASO 6.8	61.3	11.55 AM	4.07	12.58		3.50	76
P.	4.54	6.07		2.30	150.6	COUNSMAN 1.9	54.5	11.47	3.52	12.44		3.39	76
I.					152.5	S. N. Crossing 3.6	52.6						
W. P.	5.08	6.19		f 2.39	156.1	PLEASANT GROVE 5.5	49.0	11.38	3.38	12.29		3.27	76
P.	5.19	6.29		f 2.46	161.6	TROWBRIDGE 10.9	43.5	11.31	3.25	12.18 PM		3.17	72
P.	5.38	6.46		**2.59**	172.5	EAST ARBOGA 6.3	32.6	11.18	3.05	11.59 AM		**2.59**	76
W. P. I.	6.05	7.09		s 3.14	178.8	Joint Track 2S **MARYSVILLE** Ms 0.3	26.3	s 11.10	2.50	11.44		2.30	64
I.					179.1	S. P. Crossing 1.1	26.0						
I.					180.2	S. P. Crossing 5.8	24.9						
P.	6.22	7.24		3.24	186.0	TAMBO 7.0	19.1	10.59	2.29	11.24		1.59	76
P.	6.37	7.38		3.33	193.0	CRAIG 6.5	12.1	10.51	2.14	11.10		1.45	76
P.	6.51	7.51		3.41	199.5	PALERMO 3.4	5.6	10.44	1.58	10.57		1.32	67
F. W. T. O. Y. B. R. K. P.	7.05 PM 8.25 PM	8.00 AM 9.00 AM	7.30 AM	3.45	202.9	DN **OROVILLE YARD** Yd 2.2	2.2	10.39	1.45 AM 12.30 AM	10.45 AM 9.20 AM	12.35 PM	1.20 PM 11.40 AM	Yard
B. R. K. P.	8.35 PM	**9.10** AM	7.40 AM	s 3.50 PM	205.1	D **OROVILLE** Vi	0.0	10.35 AM	12.20 AM	**9.10** AM	12.25 PM	11.30 AM	51
	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	
	6.00	4.25	.10	2.55		Time over Subdivision		2.55	5.00	4.45	.10	5.55	
	18.2	24.7	13.2	38.2		Average Speed an Hour		38.2	21.8	23.0	13.2	18.4	

Yard Limits: Stockton, Sacramento, Marysville and Oroville. Stockton Yard extends from yard limit board at bridge 89.82 to yard limit board 19½ poles east of M.P. 96. Sacramento Yard extends from yard limit board 20 poles west of M.P. 136 to yard limit board 27½ poles east of M.P. 140. Marysville Yard extends from yard limit board M.P. 177.62 to yard limit board M.P. 180.24. Oroville Yard extends from yard limit board 13 poles west of M.P. 202 to yard limit board at M.P. 206.

See page 7 for speed restrictions.

Stockton Yard is the terminal for second class and extra trains, First and Second Subdivisions. At Stockton, second class and extra trains originating or terminating at Stockton Yard will not require clearance card unless train orders are received. Oroville Yard is the terminal for second class and extra trains, Second and Third Subdivisions. At Oroville, second class and extra trains originating or terminating at Oroville Yard will not require clearance card unless train order signal is at STOP.

Stockton, "R" Street Tower M.P. 138 Sacramento and Oroville are register stations for first class trains only. First class trains will register by ticket at "R" Street Tower Sacramento and Oroville Yard.

At Flora Street, Track 7, located on north side of main track, west switch at Park Street, east switch immediately west of Harding Way, will be used as siding.

Rule 221 is modified as follows: Freight trains stopping at South Sacramento will not call for train order signal when it is found in STOP position but must obtain clearance card before leaving South Sacramento, when telegraph office is open.

See page 7 for Special Instructions applying to Joint Track, Marysville.

Automatic Block System signals located as follows:

At Oroville: Eastward signals at M. P. 204.5 and 450 feet west of house track switch.

Westward signals at East siding switch and at M. P. 205.

Eastward. **THIRD SUBDIVISION** Westward.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS 62 Fast Freight Leave Daily	82 Fast Freight Leave Daily	96 Local Freight Leave Mon., Wed., Fri.	98 Local Freight Leave Tues., Thurs., Sat.	FIRST CLASS 2 Scenic Limited Leave Daily	Distance from San Francisco	Time Table No. 24 June 12, 1938 STATIONS Telegraph Offices and Calls	Distance from Portola	FIRST CLASS 1 Scenic Limited Arrive Daily	SECOND CLASS 61 Fast Freight Arrive Daily	95 Local Freight Arrive Tues., Thurs., Sat.	81 Fast Freight Arrive Daily	97 Local Freight Arrive Mon., Wed., Fri.	77 Fast Freight Arrive Daily	Car Capacity of Sidings
B. R. K. P.	8.35 PM	**9.10** AM	7.40 AM		4.00 PM	205.1	D **OROVILLE** Vi	116.3	s 10.25 AM	**9.10** AM	12.25 PM	11.30 AM		12.20 AM	51
P.	8.49	9.18	7.53		4.08	209.5	4.4 QUARTZ	111.9	10.17	8.51	12.15	11.20		12.11	89
P.	8.59	9.24	8.03		4.14	212.7	3.2 BIDWELL	108.7	10.11	8.38	12.05 PM	11.10		12.03 AM	70
P	9.14	9.33	**8.20**		4.23	217.5	4.8 BLOOMER	103.9	10.02	**8.20**	11.50 AM	10.55		11.51 PM	89
W. P.	9.35	**9.48**	8.45		4.39	224.4	6.9 BERRY CREEK	97.0	**9.48**	7.55	11.30	10.35		11.34	96
P.	9.56	**10.10**	9.10		4.55	231.4	7.0 DAVID	90.0	9.31	7.30	11.03	**10.10**		11.15	98
P.	10.08	10.21	**9.23**		5.03	235.2	3.8 POE	86.2	**9.23**	7.15	10.48	**9.23**		11.01	88
F. W. P.	10.20	**10.33**	9.44		s 5.16	239.1	3.9 DN PULGA Bg	82.3	s 9.15	7.00	**10.33**	9.02		10.49	86
P.	**10.34**	10.46	10.05		f 5.29	243.7	4.6 ORESTA	77.7	f 9.01	6.30	10.05	8.47		**10.34**	86
W. P.	10.52	11.11	10.25		5.39	247.6	3.8 MERLIN	73.9	8.52	6.18	9.43	8.36		10.05	78
P.	11.09	11.26	11.01		f 5.54	253.1	5.6 TOBIN	68.8	f 8.38	6.01	9.23	8.18		9.48	58
P.	11.16	11.33	11.20		f 6.01	255.8	2.2 CAMP RODGERS	66.1	f 8.32	5.54	9.15	8.11		9.41	89
W. P.	11.30	**11.45**	**11.45** AM		s 6.14	260.0	4.7 2S BELDEN Bn	61.4	s 8.22	5.39	8.55	7.56		9.26	102
P.	11.44 PM	11.58 AM	12.05 PM		f 6.26	264.6	4.6 RICH BAR	56.8	f 8.08	5.24	8.30	7.41		9.11	78
W. P.	12.05 AM	12.14 PM	12.30		f 6.40	270.3	5.7 VIRGILIA	51.1	f **7.55**	5.08	**7.55**	7.25		8.53	80
P.	12.18	12.26	12.50		f 6.50	273.7	3.4 TWAIN	47.7	f 7.46	4.56	7.28	7.13		8.41	64
P.	12.30	12.38	1.10		f 6.59	277.5	3.8 PAXTON	43.9	f 7.37	4.44	7.15	7.01		8.27	89
F. W. P. R. K. Y. T. I.	1.00	1.30	1.40 PM	8.00 AM	s 7.13	280.9	3.4 DN **KEDDIE** Kd	40.5	s 7.28	4.32	7.00 AM	6.45	10.30 AM	8.17	Yard
P.	1.13	1.39		8.17	7.20	284.5	3.6 SIERRA	36.9	7.17	4.05		5.55	10.20	8.06	89
P.	1.35	1.48		8.40	s 7.31	287.8	3.3 2S **QUINCY JUNCTION** Rt	33.6	s 7.11	3.55		5.45	10.10	7.56	81
P.	1.50	1.58		8.55	**7.41**	292.6	4.8 MASSACK	28.8	f 6.59	3.40		5.30	9.40	**7.41**	89
W. P.	2.03	2.08		9.10	f 7.53	296.6	4.0 2S SPRING GARDEN Sg	24.8	f 6.51	3.28		5.18	9.25	7.20	89
P.	2.18	2.20		9.30	f 8.05	301.6	5.0 D SLOAT So	19.8	f 6.40	3.13		5.03	8.50	7.04	89
P	2.30	2.29		9.42	8.13	305.4	3.8 TWO RIVERS	16.0	6.32	3.00		4.50	8.35	6.51	89
W. P	**2.45**	2.39		10.15	s 8.32	310.3	4.9 DN BLAIRSDEN Ba	11.1	s 6.24	**2.45**		4.35	8.20	6.36	102
P.	2.55	2.48		10.30	8.42	313.6	3.3 OLIO	7.8	6.15	2.31		4.25	7.25	6.26	60
P.	3.11	2.59		10.50	8.53	318.7	5.1 MABIE	2.7	6.05	2.15		4.10	7.10	6.10	89
F. W. T. O. P. Y B. R. K.	3.25 AM	3.10 PM		11.00 AM	s 9.00 PM	321.4	2.7 DN **PORTOLA** Ki	0.0	6.00 AM			4.00 AM	7.00 AM	6.00 PM	Yard
	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Tues., Thurs., Sat.	Arrive Daily				Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	
	6.50	6.00	6.00	3.00	5.00		Time over Subdivision		4.25	7.05	5.25	7.30	3.30	6.20	
	17.0	19.4	12.6	13.5	23.3		Average Speed an Hour		26.3	16.4	14.0	15.5	11.6	18.4	

YARD LIMITS: Oroville, Keddie and Portola. Oroville Yard extends from yard limit board 13 poles west of M.P. 202 to yard limit board at M. P. 206. Keddie Yard extends from yard limit board west end of Bridge 280.51. to yard limit board M.P. 282.47, Third Subdivision, and to yard limit board at M.P. 0.48, Fourth Subdivision. Portola Yard extends from yard limit board M. P. 319.94 to yard limit board M. P. 323.09.

See page 7 for speed restrictions.

Oroville Yard is the terminal for second class and extra trains Second and Third Subdivisions. At Oroville, second class and extra trains originating or terminating at Oroville Yard will not require clearance card unless train order signal is at **STOP.**

Oroville is register station for first class trains only.

Keddie is register station for Nos. 95, 96, 97 and 98 only.

Interlocking Plant, Keddie. See page 8 for special instructions.

Cars must not be left standing on siding at Keddie.

When passenger trains meet at Portola, pocket track in front of depot will be used by train taking siding, unless otherwise specified by train order.

Nos. 95, 96, 97 and 98 carry passengers.

The following will govern use of retainer valves on westward freight trains, Portola to Bloomer:

When the gross weight of train does not exceed 33 tons per car, turn up retainer valve on the first car back of engine and on each fourth car throughout the train. If the gross weight of train exceeds 33 tons and is less than 45 tons per car, turn up retainer valves on the five head cars and on every third car throughout the train. If the gross weight of train is 45 tons or more per car, turn up retainer valves on the five head cars and on every second car throughout the train. When retainers are turned up the handle will be placed in the low pressure position, which is horizontal. Should wheels show a tendency to heat, retainers must be alternated.

Automatic Block System signals located as follows:

At Oroville: Eastward signals at M. P. 204.5 and 450 feet west of house track switch.

Westward signals at East siding switch and at M. P. 205.

Additional flag stops for Trains 1 and 2: Las Plumas M.P. 221.4, Isaiah M.P. 230.5, Mayaro M.P. 240.0, Rock Creek M.P. 249.2, Storrie M.P. 251.1, Gray's Flat M.P. 272.6, Oakland Municipal Camp M.P. 285.5.

Time Table No. 24

June 12, 1938

Fuel, Water, Fone, Wye, Siding, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS 620 Southern Pacific Local Freight Leave Daily Ex. Monday	SECOND CLASS 182 Western Pacific Fast Freight Leave Daily	Distance from Keddie	STATIONS Telegraph Offices and Calls	Distance from Bieber	FIRST CLASS	SECOND CLASS 181 Western Pacific Fast Freight Arrive Daily	SECOND CLASS 619 Southern Pacific Local Freight Arrive Daily Ex. Sunday	Car Capacity of Sidings
F. W. P. T. Y. B. R. K. I.		1.00 PM	0.0	DN **KEDDIE** Kd	111.8		5.00 AM		Yard
				6.2					
P.		1.20	6.2	MOCCASIN	105.6		4.35		89
				2.18					
			8.38	I. V. Crossing	103.42				
				0.01					
			8.39	I. V. Crossing	103.41				
				0.2					
P.		1.30	8.6	D **CRESCENT MILLS** Cm	103.2		4.22		16
				6.1					
W. P.		1.42	14.7	D GREENVILLE Gi	97.1		4.10		89
				2.8					
P.		1.52	17.5	MOHALA	94.3		3.50		89
				7.9					
W. P. Y.		2.16	25.4	ALMANOR	86.4		3.30		89
				7.0					
P.		2.33	32.4	LASSEN VIEW	79.4		3.05		89
				2.8					
P.		2.41	35.2	**RED RIVER JUNCTION** R. R. L. Connection	76.6		2.56		
				4.2					
F. W. P. Y. B. R. K.	12.15 AM	3.10	39.4	Joint Track DN **WESTWOOD** Wd	72.4		2.45	7.55 AM	Yard
				4.1					
P. R.	12.30 AM	3.25	43.5	Joint Track D **MASON** Mn S. P. Connection	68.3		2.05	7.43 AM	
				0.6					
P.		3.27	44.1	ROBBERS CREEK	67.7		1.58		89
				8.4					
P. Y.		3.47	52.5	NORVELL	59.3		1.43		89
				10.4					
P.		4.08	62.9	LODGEPOLE	48.9		1.25		89
				13.5					
W. P. Y.		4.38	76.4	HALLS FLAT	35.4		1.01		89
				7.8					
P.		4.57	84.2	JELLICO	27.6		12.25		89
				6.0					
P.		5.12	90.2	WILLOW SPRINGS	21.6		12.05 AM		89
				4.6					
W. P.		5.30	94.8	LITTLE VALLEY	17.0		11.50 PM		89
				6.1					
P.		5.56	100.9	DIXIE	10.9		11.36		89
				8.6					
P.		6.20	109.5	PIT RIVER	2.3		11.10		89
				2.3					
F. W. P. O. Y. B. R. K.		6.30 PM	111.8	DN **BIEBER** B	0.0		11.00 PM		Yard
	Arrive Daily Ex. Monday	Arrive Daily					Leave Daily	Leave Daily Ex. Sunday	
	0.15	5.30		Time over Subdivision			6.00	0.12	
	16.4	20.4		Average Speed an Hour			18.6	20.5	

Yard Limits: Keddie, Red River Jct., Westwood and Bieber. Keddie Yard extends from yard limit board west end of Bridge 280.51 to yard limit board M.P. 282.47, Third Subdivision, and to yard limit board at M.P. 0.48, Fourth Subdivision. Red River Jct. Yard extends from yard limit board M.P. 34.89 to yard limit board M.P. 35.61. Westwood Yard extends from yard limit board M.P. 38.25 to yard limit board at S. P. Mile Post 409.45 (2¼ miles west of Mason). Bieber Yard extends from yard limit board M.P. 111.2 to yard limit board 3.1 miles east of Bieber passenger station.

In Bieber Yard, trains will be governed by G. N. Railway Co. Time Table and Transportation Rules. Rule S-93, G. N. Ry. Co. Transportation Rules reads as follows: "Within yard limits the main tracks may be used on the time of second and third class and extra trains. First-class trains must be cleared when due to leave the last station where time is shown for approaching trains but not less than five minutes. Second and third class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear."

See page 7 for speed restrictions.

Southern Pacific Co. and Red River Lumber Co. trains will be governed by Western Pacific R. R. Co. Time Table and Rules and Regulations of the Transportation Department.

Interlocking Plant, Keddie. See page 8 for special instructions.

Cars must not be left standing on Siding at Keddie.

All trains and engines shall approach crossings of the Indian Valley Railroad at M.P. 8.38 and M.P. 8.39 with caution and reduce speed to not more than 10 miles an hour not less than 600 feet from these crossings and if crossings are seen to be clear, then proceed at such speed until the head end of train has passed over both crossings.

At Westwood, track 4 will be used as siding, but must not be blocked between 6.01 A.M. and 7.30 A.M.

At Mason, train order signal governs all trains except westward Southern Pacific Co. trains. Westward Southern Pacific Co. trains must obtain clearance card at Mason.

Mason is register station for Nos. 619 and 620 only. Nos. 619 and 620 may register by ticket at Mason, when there is an operator on duty.

No. 181 need not check register Mason for S. P. Trains Nos. 619 and 620.

At Mason, Western Pacific trains will approach junction switch under control, being sure switch is right and that Southern Pacific trains are clear of junction switch before using.

Nos. 181 and 182 carry passengers.

On eastward trains before leaving Halls Flat and on westward trains before leaving Almanor, enginemen must be notified as to number of loads, empties and tons in train and whether all air brakes are cut in and working.

All retainers will be turned up on westward trains between Almanor and Greenville.

On eastward freight trains between Halls Flat and Little Valley, if gross weight of train does not exceed 33 tons per car, turn up retainer valve on first car back of engine and on each fourth car throughout the train. If gross weight of train exceeds 33 tons and is less than 45 tons per car, turn up retainer valves on five head cars and on every third car throughout the train. If gross weight of train is 45 tons or more per car, turn up retainer valves on five head cars and on every second car throughout the train. When retainers are turned up handle will be placed in low pressure position, which is horizontal and should wheels show a tendency to heat, retainers must be alternated.

On westward trains between Dixie and Little Valley, between Norvell and Almanor and between Moccasin and Keddie and on eastward trains between Dixie and Pit River, an understanding must be had between conductor and engineer as to number of retainer valves necessary to control train and they must be used accordingly.

Normal position of switches:

Keddie: Switch leading from east leg of wye to Fourth Subdivision, lined for east leg of wye.

Red River Jct: Junction switch lined for Western Pacific R. R. Co. main track.

Mason: Junction switch lined for Western Pacific R. R. Co. main track.

Eastward — FIRST SUBDIVISION "A"—SAN JOSE BRANCH. — Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock Interlocking Plant	SECOND CLASS 282 Freight Leave Daily	Distance from Niles	Time Table No. 24 June 12, 1938 STATIONS Telegraph Offices and Calls	Distance from San Jose Alameda St. Freight Station	SECOND CLASS 281 Freight Arrive Daily	Car Capacity of Sidings
W. P. R.	12.30 AM	0.0	DN **NILES** On	23.8	10.45 PM	47
			0.8			
Y. P.	12.40	0.8	**NILES JUNCTION**	23.0	10.25	
			3.3			
P.	1.00	4.1	IRVINGTON	19.7	10.10	29
			3.5			
	1.15	7.6	WARM SPRINGS	16.2	9.55	Spur 1W 6
			4.1			
P.	1.35	11.7	MILPITAS	12.1	9.40	31
			3.2			
	1.45	14.9	BERRYESSA	8.9	9.25	
			0.3			
		15.2	Peninsular R. R. Crossing	8.6		
			2.5			
P. K.	2.00	17.7	**SAN JOSE** D East Santa Clara St. Sx	6.1	9.10	
			0.6			
P. W. T. F. R. B. O.	2.10 AM	18.3	2S **SAN JOSE YARD** Sx	5.5	9.00 PM	Yard
			2.0			
		20.3	S. P. TRANSFER	3.5		
			0.1			
I.		20.4	VALBRICK S. P. Crossing	3.4		
			0.6			
I.		21.0	S. P. CROSSING	2.8		
			2.1			
I.		23.1	S. P. CROSSING	0.7		
			0.7			
		23.8	**SAN JOSE** Alameda St. Freight Station	0.0		Yard
	Arrive Daily				Leave Daily	
	1.40		Time over Subdivision		1.45	
	11.0		Average Speed an Hour		10.5	

Yard Limits: Niles and San Jose. Niles yard extends to yard limit board 3000 feet east of wye switch at Niles Jct. San Jose yard extends to yard limit board M. P. 15.2.

San Jose Branch trains have no Time Table superiority between Niles Junction and Niles. Their movement between these points will be governed by block signals and Rule 93. Time shown at Niles is for information only.

Trains must stop at STOP board before passing over Peninsular Railroad Crossing at M. P. 15.2.

Eastward — FIRST SUBDIVISION "B"—CARBONA BRANCH. — Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Distance from Carbona	Time Table No. 24 June 12, 1938 STATIONS Telegraph Offices and Calls	Distance from Moy	Car Capacity of Sidings
W. Y. P.	0.0	D **CARBONA** Cb	4.2	77
		1.7		
	1.7	KERLINGER	2.5	Spur 1W 8
		1.7		
O. P.	3.4	RIVER ROCK	0.8	Spur 1W 52
		0.8		
	4.2	**MOY**	0.0	No Siding

Derails on main track M. P. 3.3 and 240 feet west and 885 feet east of Stock Yards Moy. Cars on main track east of River Rock not protected.

SECOND SUBDIVISION "A"—TERMINOUS BRANCH.

Eastward: Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Distance from Terminous Jct.	Time Table No. 24 June 12, 1938 STATIONS Telegraph Offices and Calls	Distance from Terminous	Westward: Car Capacity of Sidings
Y. P.	0.0	**TERMINOUS JCT.**	7.8	29
		3.5		
	3.5	GARDEN	4.3	10
		3.1		
	6.6	GRASS	1.2	6
		1.2		
W. Y.	7.8	D **TERMINOUS** Us	0.0	Yard

SPURS AND COMMERCIAL TRACKS

MAIN LINE

STATIONS	Distance from San Francisco	How Connected	Car Capacity
HUDSON	15.9	1 E	14
ESTUDILLO	16.5	1 E	12
ALVARADO JCT.	24.9	Siding	40
PABRICO	27.5	1 W	10
EBERLY	28.9	Siding	21
RADUM	43.4	1 W	11
TREVARNO	49.0	1 W	13
REDMOND CUT	59.3	Siding	35
VALPICO	68.3	Siding	30
LUDWIG	73.0	1 E	11
RHODES	75.6	Siding	19
HARTE	100.5	1 W	7
ALSCO	106.9	Siding	20
VILLINGER	107.8	1 W	17
LAS VINAS	109.5	Siding	52
BRADFORD	119.0	1 W	....
ALBERT	127.2	1 W	10
CORDOVA	133.7	1 E	3
BOMBAY	146.4	Siding	13
CLEVELAND	176.2	1 W	16
GRAYBROS	187.7	1 W	7
VISTA ROBLES	198.8	1 E	34
ADELAIDE	202.7	1 E	....
LAND	212.1	Siding	Yard
LAS PLUMAS	221.4	1 E	6
BLINZIG	228.6	Siding	13
McLEAN	230.1	1 W	1
ROCK CREEK	249.2	Siding	15
GRAY'S FLAT	272.6	1 W	70
CROMBERG	303.3	Siding	30
FEATHER RIVER INN	309.3	1 E	2
BOX	K15.4	1 W	34
BUTTE VALLEY LBR. CO.	K95.5	1 W	8

RAILROAD SURGEONS

DR. A. R. KILGORE	Chief Surgeon	San Francisco, Calif.
DR. E. S. KILGORE	Division Surgeon	San Francisco, Calif.
DR. CURTIS E. SMITH	Assistant Division Surgeon	San Francisco, Calif.
DR. G. F. CUSHMAN	Local Surgeon	San Francisco, Calif.
DR. GEORGE N. HOSFORD	Oculist	San Francisco, Calif.
DR. FRANK HAND	Aurist	San Francisco, Calif.
DR. SUMNER EVERINGHAM	Local Surgeon	Oakland, Calif.
DR. T. ERIC REYNOLDS	Assistant Local Surgeon	Oakland, Calif.
DR. FRANK S. BAXTER	Oculist and Aurist	Oakland, Calif.
DR. CHANNING HALL	Local Surgeon	Alameda, Calif.
DR. W. E. MITCHELL	Local Surgeon	Berkeley, Calif.
DR. LUTHER MICHAEL	Local Surgeon	San Leandro, Calif.
DR. R. M. MANSON	Local Surgeon	Hayward, Calif.
DR. E. C. GRAU	Local Surgeon	Niles, Calif.
DR. FRED S. RYAN	Local Surgeon	San Jose, Calif.
DR. H. G. ZANGER	Assistant Local Surgeon	San Jose, Calif.
DR. RICHARD HEINZ	Local Surgeon	Pleasanton, Calif.
DR. P. E. DOLAN	Local Surgeon	Livermore, Calif.
DR. ALLEN POWERS	Local Surgeon	Tracy, Calif.
DR. A. L. VAN METER	Local Surgeon	Stockton, Calif.
DR. J. P. HULL	Local Surgeon	Stockton, Calif.
DR. BARTON J. POWELL	Oculist and Aurist	Stockton, Calif.
DR. DEWEY POWELL	Assistant Oculist and Aurist	Stockton, Calif.
DR. A. M. HENDERSON, JR.	Local Surgeon	Sacramento, Calif.
DR. S. J. WELLS	Assistant Local Surgeon	Sacramento, Calif.
DR. W. R. BRIGGS	Oculist and Aurist	Sacramento, Calif.
DR. C. W. STRATTON	Local Surgeon	Marysville, Calif.
DR. E. A. KUSEL	Local Surgeon	Oroville, Calif.
DR. J. W. MOORE	Local Surgeon	Quincy, Calif.
DR. W. B. McKNIGHT	Division Surgeon	Portola, Calif.
DR. J. D. COULTER	Assistant Division Surgeon	Portola, Calif.
DR. W. E. BATSON	Local Surgeon	Greenville, Calif.
DR. FRED J. DAVIS	Local Surgeon	Westwood, Calif.
DR. A. G. LEVIN	Assistant Local Surgeon	Westwood, Calif.

WATCH INSPECTORS

S. A. Pope, Manager of Time Service, San Francisco.

San Francisco, Calif.	I. S. Preston, R. 210 Phelan Bldg.
San Francisco, Calif.	M. S. Grousd, 210 Townsend St.
Oakland, Calif.	E. S. Griffin, R. 214 Easton Bldg.
Oakland, Calif.	E. W. Becker, 3357 East 14th St.
Oakland, Calif.	H. Bullard, 1194 Seventh St.
Livermore, Calif.	C. Harlie Power
San Jose, Calif.	W. H. Turick, 275 So. First St.
Stockton, Calif.	Conrad Mantele, 129 N. Sutter St.
Sacramento, Calif.	H. T. Harger, 1022 "K" St.
Oroville, Calif.	R. A. Williams
Portola, Calif.	W. H. Morgan

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS

SPEED RESTRICTIONS IN MILES AN HOUR WILL APPLY AS FOLLOWS:

Page	BETWEEN	Passenger		Freight	
		Maximum	Restriction	Maximum	Restriction
2	First Subdivision	60	..	40	..
	Over Interlocking Crossings	..	40	..	25
	Over, along or upon any of the public streets or highways within Oakland City limits	..	15	..	10
	Washington and Franklin Sts., Oakland	..	8	..	8
	Approaching and passing over S.P. Crossing M.P. 7.2	..	15	..	15
	M.P. 9.5 just east 29th Avenue and M.P. 9.8 just east Fruitvale Avenue	..	10	..	10
	Approaching and passing over S. P. Crossing M.P. 10.3	..	15	..	15
	Bridge just west of Leandro Depot and Williams Street, 5 blocks east of depot	..	20	..	15
	M.P. 23.93 and M.P. 24.31	..	35	..	25
	On Curve M.P. 29.4	..	40	..	..
	Niles and M.P. 37	..	45	..	30
	Through Tunnel 1	..	1½ mins.	..	3 mins.
	Within City Limits Pleasanton and Livermore	..	15	..	15
	On Curves between M.P. 52 and M.P. 67	..	45	..	30
	On Curves between M.P. 53.40 and M.P. 55	..	35	..	25
	On Curve at Bridge 56.96	..	45	..	35
	San Joaquin River Drawbridge M.P. 80.28	..	20	..	15
	A. T. & S. F. Crossing M.P. 93.2 and Stockton Depot	..	8	..	8
3	Second Subdivision	60	..	40	..
	Over Interlocking Crossings	..	40	..	25
	Stockton Depot and Park Street, Stockton	..	8	..	8
	Mokelumne River Drawbridge M.P. 116.4	..	20	..	20
	Bradford Spur	..	..	..	10
	M.P. 129 and 131	..	50	..	35
	"C" and "Y" Streets, Sacramento	..	15	..	15
	M. P. 152. 5, S. N. Crossing (See page 8)				
	On Curve at Cleveland and at M.P. 186.5; between Graybros and M.P. 189 and on curve M.P. 201.9	..	50	..	35
4	Portola and Keddie	40	..	30	..
	Keddie and Las Plumas	35	..	25	..
	Las Plumas and Oroville	40	..	30	..
	Bridge 252.60	..	25	..	20
	Over Switch East end Tunnel 32	..	20	..	20
	Through Tunnel 35	..	2 mins.	..	4 mins.
	On curve at M.P. 315 and on first curve east of M.P. 315	..	30	..	20
5	Keddie and Crescent Mills	25	..	25	..
	Crescent Mills and Greenville	40	..	40	..
	Greenville and Almanor	25	..	25	..
	Almanor and Red River Jct.	40	..	25	..
	Red River Jct. and Mason	30	..	30	..
	Mason and Halls Flat	40	..	40	..
	Halls Flat and Pit River Station	30	..	30	..
	Pit River Station and Bieber	40	..	40	..
	On curves Red River Jct. and Westwood	..	25	..	25
	On curves between M.P. 88 and 95	..	25	..	25
	On curve west mile board Willow Springs	..	..	..	15
6	San Jose Branch	30	..	25	..
	Over Peninsular R.R. Crossing M.P. 15.2	..	6	..	6
	Within city limits, San Jose	..	12	..	12
	Over all street and highway crossings within city limits, San Jose and over Peninsular R.R. crossing San Carlos St. San Jose	..	5	..	5
	Carbona Branch	12	..	12	..
	Terminous Branch				
	Terminous Jct. and Garden	20	..	20	..
	Garden and Terminous	15	..	15	..

Maximum speed, trains handling steam derricks, steam shovels, cranes, rotary plows or pile drivers, 25 miles an hour on First and Second Subdivisions and 20 miles an hour on Third and Fourth Subdivisions.

Speed of engines backing must not exceed 20 miles an hour on straight track, on curves and where track conditions are unfavorable, speed must be reduced still further to a rate consistent with safety.

Maximum speed, Consolidation and Mikado engines handling passenger trains, 50 miles an hour.

Maximum speed, Mallet engines, M-80 Class; Third Subdivision 30 miles an hour; Fourth Subdivision, 35 miles an hour.

Maximum speed, Mallet engines, M-137-151 Class, 30 miles an hour, except a speed of 5 miles an hour must not be exceeded through cross-overs and turn-outs.

Engines running light on main track, must not exceed speed prescribed for freight trains.

Engines running light on branches must conform to speed prescribed for freight trains on each branch.

MISCELLANEOUS

GENERAL

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.

When double-heading and lead engine is to be cut off train, air will be set by lead engine and stop made before being detached, after which train engine will fully release air brakes and regain full working pressure before proceeding. When air connections have not been disturbed back of engine next to train, it will not be necessary to make rear end test as prescribed by Rule 1156.

When conditions are favorable and in judgment of Conductor it is safe to do so, run may be made for train inspection on freight and mixed trains on First and Second Subdivisions, from one water stop to next water stop, except a maximum distance of 70 miles must not be exceeded between inspections and when conditions are favorable and in judgment of Conductor it is safe to do so, run may be made on freight and mixed trains on Third and Fourth Subdivisions without stopping for train inspection for a maximum distance of 45 miles, except a standing car to car or careful rolling inspection must be made on westward freight and mixed trains at Blairsden, Two Rivers or Sloat and at Almanor and Greenville and on eastward freight and mixed trains at Keddie or at some point between Keddie and Spring Garden and at Halls Flat.

When Mallet or Mikado engines are in a train with another engine of any class, either in service or dead in train, they must be spaced at least ten cars apart.

At Oakland, Stockton, Sacramento and Marysville, City Ordinance forbids the use of engine whistle except when necessary.

Where train line has not been separated, air test as prescribed by Rule 1155 need not be made at Terminals.

Figures given for capacity of sidings and spurs is the number of cars averaging 48 feet in length that tracks will hold between clearance points, not including engines and cabooses.

FIRST SUBDIVISION

Street crossing Third and Broadway, Oakland, must not be blocked by passenger trains regardless of the number of cars in train.

Tracks between a point 100 feet west of the west line of Washington Street and 100 feet east of the east line of Franklin Street, Oakland, and Joint W. P. and S. P. drill track between Melrose and Elmhurst must not be used for meeting or passing trains.

Any engine or cars moved over spur serving California Packing Corporation near 85th Ave., Oakland, must be under control and highway traffic protected by member of crew.

At Hayward, mikado engines must not use Farm Products Co. and Poultry Producers spurs.

At Hayward, freight trains doing switching between 9:00 P. M. and 7:00 A. M., will leave train outside of limits of bonded rails operating crossing bells at "A," "B" and "C" streets and will use engine whistle and bell only when necessary to comply with the Rules.

Westward trains take full tank of water at Niles.

Headlights and markers must be burning through Tunnel 1.

At Hayward, Pleasanton and Livermore, east siding switch is west of passenger station.

Engines must not use tracks other than tracks 1 and 2 at Radum.

At Carbona, crossover switch located 700 feet east of station is the west siding switch.

SECOND SUBDIVISION

Engines and cars must be brought to a stop at Country Club Highway crossing on North Channel Line, Stockton, and must be preceded by flagman over crossing.

Bridge over Smith Canal, North Channel Line, Stockton, will not clear man on top of high car.

At Terminous Jct., road crossing No. 4-105.7 must not be blocked more than five minutes. When a train stops at Terminous Jct. and there are three brakemen in crew, one brakeman must protect this crossing during time train is not cut.

The first street crossing west of South Sacramento must not be blocked by freight trains taking water, oil, or doing work at South Sacramento between 7.00 A.M. and 6.00 P.M. Eastward freight trains will, when necessary to avoid blocking this crossing, leave train west of crossing while taking water or oil, or switching.

At Sacramento, westward passenger engines and trains must not leave Depot until engineer knows that wigwag on "K" Street is in motion and eastward passenger engines and trains must not leave Depot until engineer knows that wigwag on "J" Street is in motion. If wigwag fails to operate a member of crew must precede engine or train over crossing.

Engines must not go beyond frog on Cliff House spur Marysville.

JOINT TRACK MARYSVILLE—

Sacramento Northern trains operate over Western Pacific main track between Sacramento Northern connection with Western Pacific main track, located 356 feet east and 355 feet west of bridge 178.18, Yuba River, Marysville. Sacramento Northern freight trains operate over Western Pacific siding between west switch and switch leading to Sacramento Northern track opposite Western Pacific passenger station Marysville. These tracks are designated as Joint Tracks. Automatic Interlocking Signals governing Joint Track located as follows:

EASTWARD—Home Signal 789 feet west of bridge 178.18; normal position stop. Distant Signal 2500 feet west of Home Signal; normal position caution. Home Signal 724 feet east of bridge 178.18; normal position proceed. Distant Signal 789 feet west of bridge 178.18; normal position caution.

WESTWARD—Home Signal east end of bridge 178.79; normal position proceed. Home Signal 724 feet east of bridge 178.18; normal position stop.

SWITCH INDICATORS located at west siding switch, at west end of main track switch leading to interchange track, at east end of main track switch leading to interchange tracks, at west end of crossover leading from main track to siding, and at east switch High Line Track, 1400 feet west of M. P. 180.

Derail switch, pipe connected and operated with main track switch, located on siding at Marysville, 193 feet east of west switch.

NORMAL POSITION OF SWITCHES.—Junction switches must be locked for Western Pacific main track when not in use.

No engine, car, motor or train of Western Pacific or Sacramento Northern shall be operated over railroad crossing located 752 feet east of bridge 178.18 where Western Pacific house track crosses Sacramento Northern track, without being brought to a stop at STOP board and preceded over crossing by a member of crew who shall determine first that it is safe to proceed. STOP boards located 100 feet each side of crossing. Sacramento Northern trains and yard motors must approach this crossing with caution and not move onto or over crossing until determined first that it is safe to proceed.

MOVEMENT OF TRAINS over Joint Track will be governed by Rule 663 and made in accordance with indication of block signals, regardless of right or class. All trains of both companies must approach and pass through limits of Joint Track with caution, not exceeding a speed of 15 miles an hour. In using Joint Track freight trains should avoid delays to other trains of either Company.

THIRD SUBDIVISION

Engines must not use siding at Blinzig.

Water may be obtained at Blinzig.

Engines of M-137-151 class must not use spur at Belden and other engines must not use this spur beyond M. P. 260.

At Twain, the extreme west switch is west siding switch.

At Keddie, engines of M-137-151 class, must not use tracks other than main track, siding, house track and Fourth Subdivision lead, when it can be avoided. If necessary to use other tracks, movements must be protected in such a way that engines of this class will not meet or attempt to pass engines or cars on these tracks.

When calling in flagman from east on Fourth Subdivision at Keddie, enginemen will sound six long blasts of whistle.

Mallet and Mikado engines may use house track Blairsden. Trains setting out or picking up two or more cars on house track, the air must be coupled and operative.

Engines heavier than consolidation type must not go beyond sign on Graeagle Mill track, 1166 feet east of the Blairsden house track switch.

Movement over Mill track between Blairsden and Graeagle must be made with air coupled and operative.

Headlights and markers must be burning through Tunnels 4, 5, 23, 33 and 35.

FOURTH SUBDIVISION

When calling in flagman from east on Fourth Subdivision at Keddie, enginemen will sound six long blasts of whistle.

When cars are set out between Almanor and Greenville or between Halls Flat and Little Valley, in addition to provisions of Rule 840, unless there is a derail, lower car must be chained to rail and Dispatcher notified.

Headlights and markers must be burning through Tunnels 1, 2, 3, 6 and 8.

At Greenville, cross-over switch located opposite depot is the east siding switch.

Engines or cars must not be moved over Highway crossing on Box spur just east of Greenville, without being brought to a stop and Highway traffic protected in both directions, by a member of crew.

Trains or engines using main track over Veneer Plant crossing east of passenger station and Third Street crossing, west of passenger station, Westwood, will reduce speed sufficiently to be able to stop before striking anything that might be on, or is about to use these crossings and between the following times, movement over these crossings must be preceded by flagman:

11.30 a.m. and 11.40 a.m.	**4.30 p.m. and 4.40 p.m.**
12.20 p.m. and 12.30 p.m.	**7.30 p.m. and 7.30 a.m.**

Gate tender at Third Street crossing, on duty 9.30 a. m. until 5.30 p. m. daily, except Sunday.

Movement of trains and engines on tracks other than main track, over any crossings in Westwood Yard, must be preceded by flagman.

When trains meet at Westwood, crossings at Veneer Plant, east of passenger station and Third Street, west of passenger station, must not be blocked.

At Westwood, derail on west end R. R. L. Co. electric siding must be kept in derail position when cars are on siding; derail located ten feet west of west No. 1 track switch on lead; derails adjacent to main track on both legs of wye.

At Westwood, switch leading from west end of house track to gravel bin spur must be left lined for gravel bin spur to serve as derail.

At Westwood, Western Pacific mikado and mallet engines and Southern Pacific Co. engines of similar type and weight, must not use Fredonia track or Standard Oil spur. Standard Oil spur may be switched by placing four cars between engine and cars to be switched.

Water at Little Valley not suitable for human consumption. Water peddlers and gang water cars must not be filled at this point.

INTERLOCKING PLANTS AND SIGNALS

M.P. 5.2 Peralta Tower, S. P. Crossing. Interlocked. Home signals 225 feet east and 425 feet west of crossing. No distant signals. One yellow marker signal 1500 feet west of eastbound Home signal. Cars must not be left standing between Home signals unless coupled to other cars or engine standing outside of Home signal limits.

M.P. 5.8, M.P. 5.85 Magnolia Tower, S. P. Crossings. Interlocked. Two-arm

Home signal 700 feet west of S. P. Crossing; upper arm governs movement main track over S. P. crossing eastward; lower arm governs movement main track over S. P. crossing to North track eastward. Dwarf signal 490 feet west of S. P. crossing governs movement track 1 over S. P. crossing to main track or North track eastward. Bracket signal 750 feet east of S. P. crossing; arm to right governs movement North track over Chestnut Jct. to S. P. or over S. P. crossing to W. P. freight yards westward; arm to left governs movement main track over Chestnut Jct. to S. P. westward. Suspended signal under main track signals governs movement main track over S. P. crossing and to W. P. freight yards westward. No distant signals.

S. P. crossing M.P. 6.7. Not interlocked. (See footnote, page 2).

S. P. crossing M.P. 7.2. Not interlocked. (See footnote, page 2).

M.P. 7.8 Clinton Tower, S. P. crossing. Interlocked. Home signals 450 feet east and west of crossing. One distant signal 2000 feet east of home signal.

S. P. crossing M.P. 10.3. Not interlocked.

M.P. 10.6 and M.P. 10.7 Melrose Tower, S. P. crossing. Interlocked. Home signals 450 feet west of crossing M.P. 10.6. Distant signal 2000 feet west of home signal. Home signal 685 feet east of crossing M.P. 10.7. Distant signal 2500 feet east of home signal.

S. P. crossing M.P. 13.7. Not interlocked.

M.P. 30.3 Niles Tower, S. P. crossing. Interlocked. Home signals 450 feet east and west of crossing. Distant signals 2380 feet east and 1379 feet west of home signals.

M.P. 42.7 and M. P. 43.0 Radum Tower, S. P. crossings. Interlocked. Towerman on duty from 9.00 a. m. until 6.00 p. m. daily except Sunday. During these hours, signals will be operated by Towerman in accordance with Rules 600 to 686-A inclusive. During hours when there is no towerman on duty, normal position of signals governing W. P. trains over these crossings will be proceed.

Home signals 480 feet east of crossing at M. P. 43.0 and 480 feet west of crossing at M. P. 42.7. Distant signals 2000 feet east and west of home signals. Switch indicator located at west switch Radum gives warning of approach of train in either direction. See Rule 512.

M.P. 73.9 Lyoth Tower, S. P. crossing. Interlocked. Home signal 800 feet west of crossing. Distant signal 2658 feet west of home signal. Home signal 600 feet east of crossing. Distant signal 2766 feet east of home signal. Two-arm home signal 210 feet west of crossing. Upper arm governs main track westward over cross-over switch; lower arm governs movement from main track through cross-over to siding. Dwarf signal, located between main track and interchange track 230 feet west of main track switch, governs movement from siding to main track.

M.P. 83.8 Lathrop Tower, S. P. crossing. Interlocked. Home signals 650 feet east and west of crossing. Distant signals 2640 feet east and 2914 feet west of home signals.

M.P. 90.3 Ortega Tower, S. P. crossing. Interlocked. Towerman on duty 6.00 p.m. until 3.00 a.m. Home signal 230 feet west and 450 feet east of crossing, Hunter Street track, governs movement over S. P. crossing. No distant signals. Trains or engines moving westward from Hunter Street track must not foul W. P. main track and W. P. main track junction switch must not be opened until it has been ascertained from Dispatcher, through Operator Stockton Yard that it is safe to do so. Telephone located near main track junction switch for this purpose. Trains and engines on main track must approach Ortega with CAUTION.

M.P. 93.2 A. T. & S. F. Tower, A. T. & S. F. Crossing. Interlocked. Home signals 450 feet east and west of crossing. One distant signal 2450 feet west of crossing. Tower is equipped with electric siren. Two short blasts repeated several times, is warning to yard and trainmen to clear plant.

M.P. 93.8 Weber Avenue Tower, S. P. crossing. Interlocked. Home signals 450 feet east and west of crossing. No distant signals.

M.P. 95.1 El Pinal Tower, S. P. crossing. Interlocked. Home signals 650 feet east and west of crossing. One distant signal 3000 feet east of home signal.

M.P. 137.5 "X" Street, C. C. T. and S. N. crossing. Automatic interlocked. Home signals 450 feet east and west of crossing. One distant signal 1480 feet west of home signal. Switch indicator located at head block of west switch old Ice House track, Sacramento, governs movement from old Ice House track to main track. Hayes derail on old Ice House track, 171 feet east of west switch, is pipe connected to main track switch and switch must not be closed until rear of train has passed derail. Maximum speed, 15 miles an hour within limits of home signals. Cars must not be left standing between home signal limits unless coupled to other cars or an engine standing outside of limits. Traveling cranes must not pass over this crossing unless coupled to one or more cars. If signal in STOP position, be governed by Rule 663.

M.P. 138.0 "R" Street Tower, S. P. crossing. Interlocked. Trains governed by two-arm home signals located 796 feet east and 700 feet west of crossing. Upper arms govern main track, lower arms govern legs of wye. No distant signals. Following are whistle signals: Main line to wye, either leg, one long, one short. Wye to main line, either leg, one short, one long.

M.P. 139.2 "C" Street, S. N. crossing. Automatic interlocked. Home signals 480 feet east and 450 feet west of crossing. No distant signals. Switch indicator located at head block of Haggin Transfer main track switch, just east of subway, Sacramento, governs movement from Haggin Transfer track to main track. Hand-operated derail on Haggin Transfer track, located 159 feet east of west switch, when not being used must be in derailing position. Maximum speed, 15 miles an hour within limits of home signals. Cars must not be left standing between home signal limits unless coupled to other cars or an engine standing outside of limits. If signals are in STOP position be governed by Rule 663.

S. N. crossing M.P. 140.8. Not interlocked.

M.P. 152.5 Sankey. S. N. crossing. Automatic interlocked. Home signals 600 feet east and west of crossing. Distant signals 3000 feet east and west of home signals.

Normal indication of home signals STOP, and when train enters approach circuit, home and distant signals should change to proceed. Speed of engine handling passenger train must not exceed 30 miles an hour, consuming not less than 14 seconds between home signal and crossing. Speed of engine handling freight train must not exceed 25 miles an hour, consuming not less than 16 seconds between home signal and crossing. When distant signal is at CAUTION positive action must be taken before passing such signal to control speed of train in conformity with Rule 603, Figure 3. If no cause for signals being at STOP is seen, flagman must be sent ahead to operate clockwork time release located in box at crossing which is secured with switch lock, instructions for which are inside of box and are as follows:

(a) Release must not be operated when trains or engines are between home signals or seen to be approaching on intersecting track.

(b) To operate clockwork time release, turn knob to right to extreme position, then let go of knob and allow automatic release mechanism to run down, which will require four minutes. When knob is turned to extreme position and release mechanism starts to operate, a red pilot light, located near clock release, should light immediately indicating that home signals on intersecting line are in STOP position. In meantime clockwork time release will run down and home signal should change from STOP to PROCEED WITH CAUTION and flagman will remain at crossing until train arrives. In case pilot light fails to appear, movement must be protected in each direction on intersecting line.

(c) In case operation of release does not change home signal indication from STOP to PROCEED WITH CAUTION after pre-determined time has elapsed, a repeater red indicator light located at home signal should then light up, indicating home signals on intersecting line are in STOP position.

JOINT TRACK MARYSVILLE (See special instructions Page 7, Second Subdivision).

M.P. 179.1 9th Street Tower, S. P. crossing. Interlocked. Home signals 414 feet east and 474 feet west of crossing. Distant signal 1040 feet west of home signal. Distant signal located on two-arm signal, 1210 feet east of home signal. Home signal 1624 feet east of crossing, protects movement over main track to and from High Line and S. P. interchange tracks. Distant signal 2582 feet east of home signal. Switch and derail to S. P. interchange track, switch and derail to High Line track and derail on stock yard track are hand operated and electrically locked and permission must be obtained from Towerman, when on duty, for each movement made in or out of these tracks. Towerman on duty 7.00 A. M. until noon and 1.00 P. M. until 4.00 P. M. When Towerman off duty, eastward trains desiring to use interchange track, must come to STOP immediately east of westward home signal, as electric locks cannot be released unless this is done. A member of crew must then operate hand time release located opposite two main track switches leading to High Line and S. P. interchange tracks. After time release returns to normal position, indicator lamp located in time release box should light up. When this light appears, all electric locks are released. Switches and derails must be returned to normal position immediately after movement is made.

M.P. 180.2 Binney Jct. Tower, S. P. crossing. Interlocked. Home signals 650 feet east and west of crossing. Distant signals 3100 feet east and 2650 feet west of home signals.

KEDDIE YARD, Third and Fourth Subdivisions. Interlocked. Signals when in STOP position must not be passed except as prescribed by Rule 663 and as provided herein. Signals located as follows:

THIRD SUBDIVISION,—

EASTWARD: One unit three-position signal, M. P. 279.54; colors red, yellow and green. Two unit, two-position signal, M. P. 280.34. Upper unit governs over main track, Third Subdivision; colors red and green. Lower unit governs over main track, Third Subdivision to west leg of wye, Fourth Subdivision; colors red and yellow.

NOTE: Trains must not pass this signal unless signal light indications for main track movement Third Subdivision are: A green signal light above a red signal light. For movement over main track, Third Subdivision to west leg of wye, Fourth Subdivision, a yellow signal light below a red signal light, except as prescribed by Rule 663.

WESTWARD: One unit three-position signal, M. P. 280.65; colors red, green and yellow. One unit two-position signal, M. P. 280.52; colors red and green.

FOURTH SUBDIVISION,—

EASTWARD: One unit three-position signal, 50 feet east of Tunnel 1; colors red, yellow and green. One unit two-position signal, 125 feet east of Tunnel 1 on east leg of wye; colors red and green. One unit two-position signal, 242 feet west of east wye switch on west leg of wye; colors red and green.

WESTWARD: One unit three-position signal, M. P. 1.08; colors, red, yellow and green. Three-unit signal, 60 feet east of east wye switch. Upper unit, three positions, governs over west leg of wye towards main track, Third Subdivision; colors red, yellow and green. Middle unit, two positions, governs over east leg of wye through Tunnel 1; colors red and yellow. Lower unit, two positions, governs handling of helpers when to be cut into train which is occupying either east or west leg of wye; colors red and yellow.

NOTE: Trains requiring helper engine to be cut in train, that portion of train which is to be handled ahead of helper must be moved east of signal located 60 feet east of wye switch in order that operator may handle switches and signals to permit helper to be cut into train. In such cases, it will be necessary to flag helper engine past signal and over switch. Helper must also move to a point beyond signal located 60 feet east of wye switch, so operator can again handle switches and signal to permit helper engine and head end of train to be coupled. Before making a move of this kind, operator must be kept advised by telephone of movements required. Extreme care must be exercised in making this movement. Except where helpers are to be cut into train, trains must not pass this signal unless signal light indications are—

For movement over west leg of wye, green or yellow signal indication above two red signal indications. For east leg of wye, a yellow signal indication between two red signal light indications. For east or west leg of wye when helper engine is to be cut into train, a yellow signal indication below two red signal indications.

One unit two-position signal, located 225 feet east of Third Subdivision junction switch on west leg of wye; colors red and green.

Switch located on main track, Third Subdivision, east of Tunnel 32 and switch at east end of wye, Fourth Subdivision, are interlocked. These switches are dual control and can be operated by hand or by power through operator at station. Each switch machine has one selector lever marked "Motor" and one hand-throw lever marked "N." Selector lever marked "Motor" is locked with switch lock. In case necessary to operate by hand, first unlock selector lever marked "Motor" and turn handle to hand operating position. This cuts off power. Then throw hand-throw lever marked "N" and if this lever is in proper position switch points will move instantly. After using switch, throw hand-throw lever marked "R," so lever is down in its stand in either normal or reverse position then throw selector lever marked "Hand" to "Motor" position. Inspect switch points to be sure they are lined properly and replace switch lock. In case switch lock rods are out of adjustment, preventing locking of switch, switch may be operated by hand but stroke of hand-throw lever cannot be completed and selector lever cannot be returned to "Motor" position. In cases of this kind, before train is allowed to pass over switch, switch points must be spiked in proper position.

At west end of Keddie Yard, a westward movement must not be made from Fourth Subdivision lead through crossover lead to Third Subdivision main track without first getting permission from operator at station.

A westward movement must not be made from siding to Third Subdivision main track, neither must crossover be fouled without first getting permission from operator at station.

Telephones located at or near all signals and at east end of Tunnel 32, are for obtaining information from operator at station.

Trains finding signals in STOP position or signal lights not burning, must get in communication with operator immediately, and be governed by Rule 663.

FOURTH SUBDIVISION

M.P. 8.38, I. V. R. R. crossing. Not interlocked.

M.P. 8.39, I. V. R. R. crossing (Standard Oil Spur). Not interlocked. See special instructions Page 5.

SAN JOSE BRANCH

M.P. 15.2, Peninsular R. R. crossing. Not interlocked.

M.P. 20.4, S. P. crossing. Not interlocked.

M.P. 21.0 Willow Glenn, S. P. crossing. Interlocked. Semi-automatic home signals 225 feet east and west of crossing. Normal position STOP. No distant signals.

M.P. 23.1 West San Jose, S. P. crossing. Interlocked. Home signals 250 feet east and west of crossing. Normal position STOP. No distant signals.

All trains must come to STOP at home signals, Willow Glenn and West San Jose crossings and a member of crew go to crossing and carefully follow instructions pasted in inside of derail lock box at each crossing before proceeding over either crossing.

TUNNEL SIGNALS

Automatic Block System signals govern movement through Tunnels 1, 2, 4 and 35 on First and Third Subdivisions.

Tunnels 1 and 2. Home signal 1500 feet west of west portal Tunnel 1. No distant signal. Home signal 200 feet east of east portal Tunnel 2. Distant signal 1800 feet east of home signal.

Tunnel 4. Home signals 1716 feet east and 1150 feet west of Tunnel. No distant signals.

Tunnel 35. Home signals 400 feet east and 1000 feet west of Tunnel. One distant signal 2000 feet east of home signal.

DRAWBRIDGE SIGNALS

San Joaquin River drawbridge M.P. 80.28. Interlocked. Home signals 650 feet east and 600 feet west of bridge indicate position of draw. Distant signals 2011 feet east and 2012 feet west of home signals.

Mokelumne River drawbridge M.P. 116.4. Interlocked. Home signals 500 feet east and west of bridge indicate position of draw. One yellow marker signal 1993 feet west of home signal.

TONNAGE RATING

EASTWARD Engine Class	1st Subdivision	2nd Subdivision	3rd Subdivision	4th Subdivision		
				Keddie to Greenville	Greenville to Almanor	Almanor to Bieber
TP-29	1073	2200	812	585	401	585
MTP-44	2000	5400				
C-43	1650	5000	1250	900	617	900
MK-60	2500	6000	1800	1250	858	1250
M-80			2200	1690	1170	1690
M-137-151			4000			
WESTWARD						
				Bieber to Halls Flat	Halls Flat to Keddie	
TP-29	910	2200	*	491	1040	
MTP-44	1800	5400	*			
C-43	1400	5000	*	756	1600	
MK-60	2350	6000	*	1051	2200	
M-80			*	1427	3200	
M-137-151			*			

*Descending grade, no tonnage limit.

Add five tons friction for each car over 30 cars.

Tonnage rating based on maximum grade each subdivision; between points where grades are less than maximum, greater tonnage can be handled.

J. P. McSWEENEY, Trainmaster, Oakland. P. D. BARRY, Trainmaster, Stockton. J. J. DUGGAN, Trainmaster, Keddie. E. T. GALLAGHER, Chief Train Dispatcher, Sacramento. C. D. JORZ, Night Chief Train Dispatcher, Sacramento. G. L. HARLAN, Night Chief Train Dispatcher, Sacramento.